BookletChart™

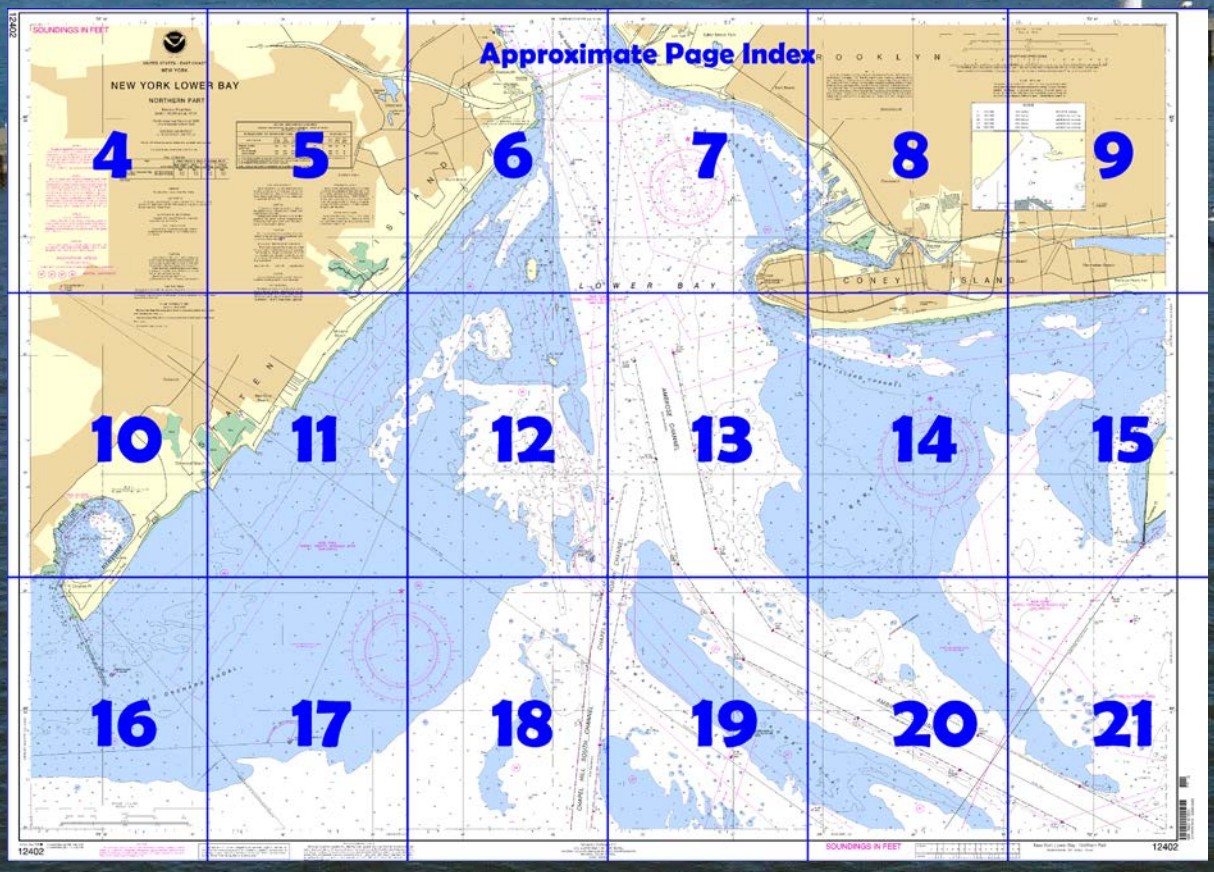
New York Lower Bay – Northern Part

NOAA Chart 12402

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

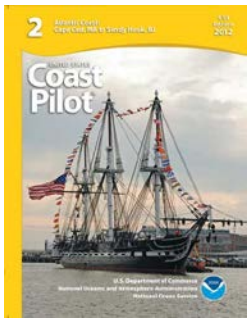
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12402

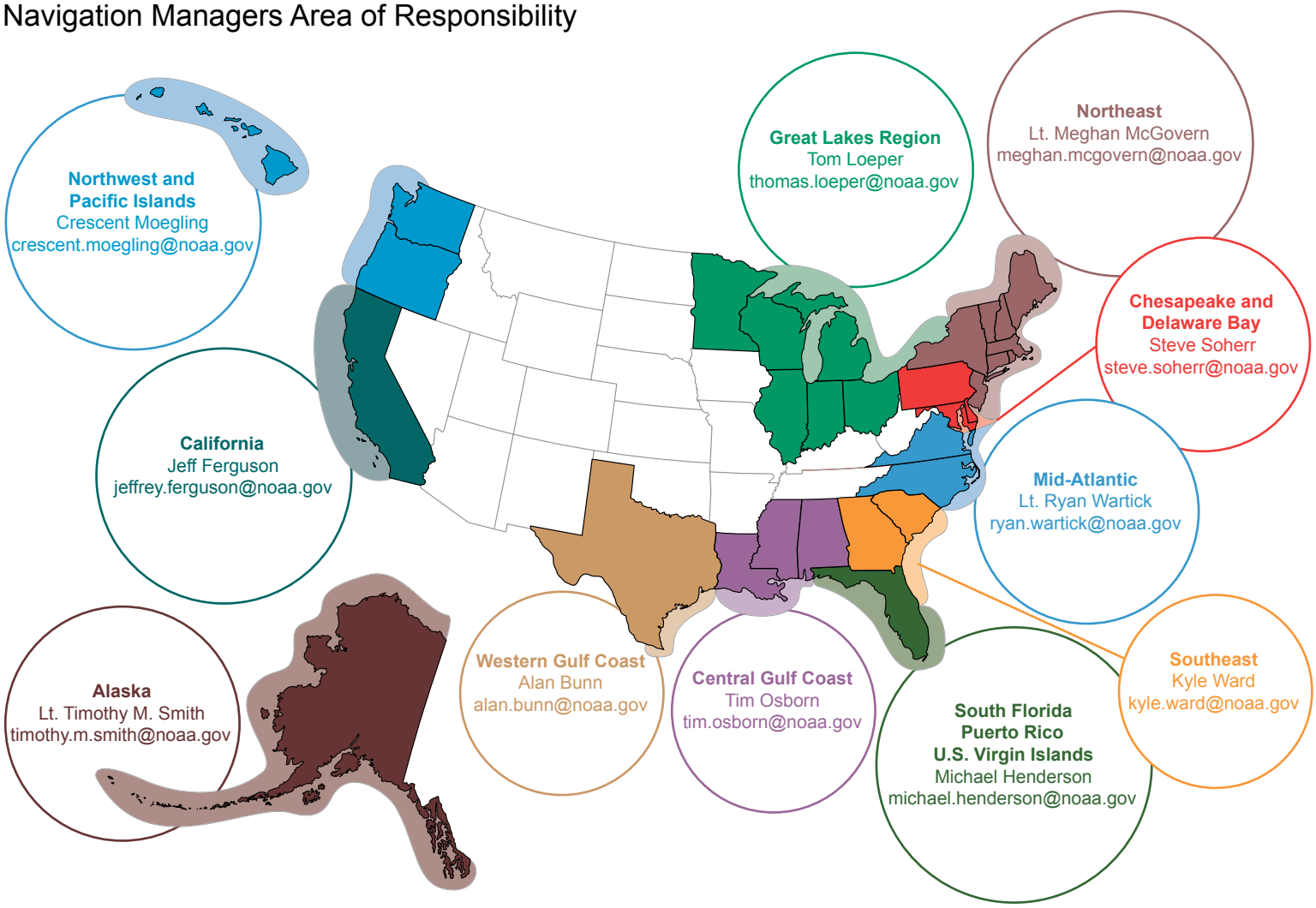


(Selected Excerpts from Coast Pilot)
Flynns Knoll, between Swash, Sandy Hook, and Chapel Hill Channels, has depths of 9 to 18 feet **Romer Shoal**, between Ambrose and Swash Channels, has depths of 4 to 15 feet and is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank**, northward and eastward of Ambrose Channel, has depths of 5 to 15 feet. **West Bank**, westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth, has depths from bare to 20 feet. Buoys mark the eastern extremity of West Bank.
Rockaway Inlet the entrance to Jamaica Bay, is between **Rockaway Point** on the southeast side and **Manhattan Beach** and **Barren Island** on the north side. The inlet is obstructed by a shifting sandbar. A jetty, marked near the outer end by a light, extends south from Rockaway Point. The entrance channel extends westward of the jetty and is marked by lighted and unlighted buoys. The channel has depths of about 15 feet or more at midchannel. A shoal with depths of less than 1 foot and marked by breakers is west of the entrance channel. Obstructions at the entrance to the inlet are: covered 22 feet about 0.6 mile south-southwest of the jetty light in about 40°31'55"N., 73°57'00"W.; covered 20 feet about 0.5 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'11"W.; covered 19 feet about 0.6 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'00"W.; covered 15 feet about 0.3 mile southwest of the jetty light in about 40°32'15"N., 73°56'48"W.; and covered 19 feet about 0.3 mile south of the jetty light in about 40°32'08"N., 73°56'27"W.
Coney Island, on the northern side of the entrance to New York Harbor, is a large summer amusement resort.
Coney Island Channel is a buoyed passage along the south side of Coney Island that leads from deep water in Lower Bay to Rockaway Inlet. In January-April 2000, the controlling depth was 12 feet. It is used principally by vessels going to Jamaica Bay and Coney Island.
Gravesend Bay, northward of Coney Island, affords good anchorage in depths of 11 to 50 feet. The southeasterly part of the bay is shoal with depths of 1 to 6 feet.
Coney Island Creek is at the southeastern end of Gravesend Bay and on the north side of Coney Island. Commercial traffic on the creek consists mainly of occasional barge shipments of sand and gravel. The area northward of the entrance to the creek is being filled, and piling is along the northern side of the creek at the filling site. Numerous obstructions and wrecks are in the creek. In February 1991, depths of about 9 feet were available to just below the Cropsey Avenue bridge, about 1 mile above the entrance, but local knowledge is required to carry the best water, thence shoaling to bare to a point about 0.2 mile above the Cropsey Avenue bridge. The creek is crossed by four fixed bridges having a least clearance of 2 feet. A boatyard about 0.8 mile above the creek entrance provides berths, electricity, gasoline, water, ice, storage, marine supplies, and hull and engine repairs. Lifts to 14 tons are available.
Caution.–Numerous fishing floats have been reported in the approach to New York Harbor in Traffic Separation Scheme precautionary area.
Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: **http://www.co-ops.nos.noaa.gov.**
Dangers.–There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area.
Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

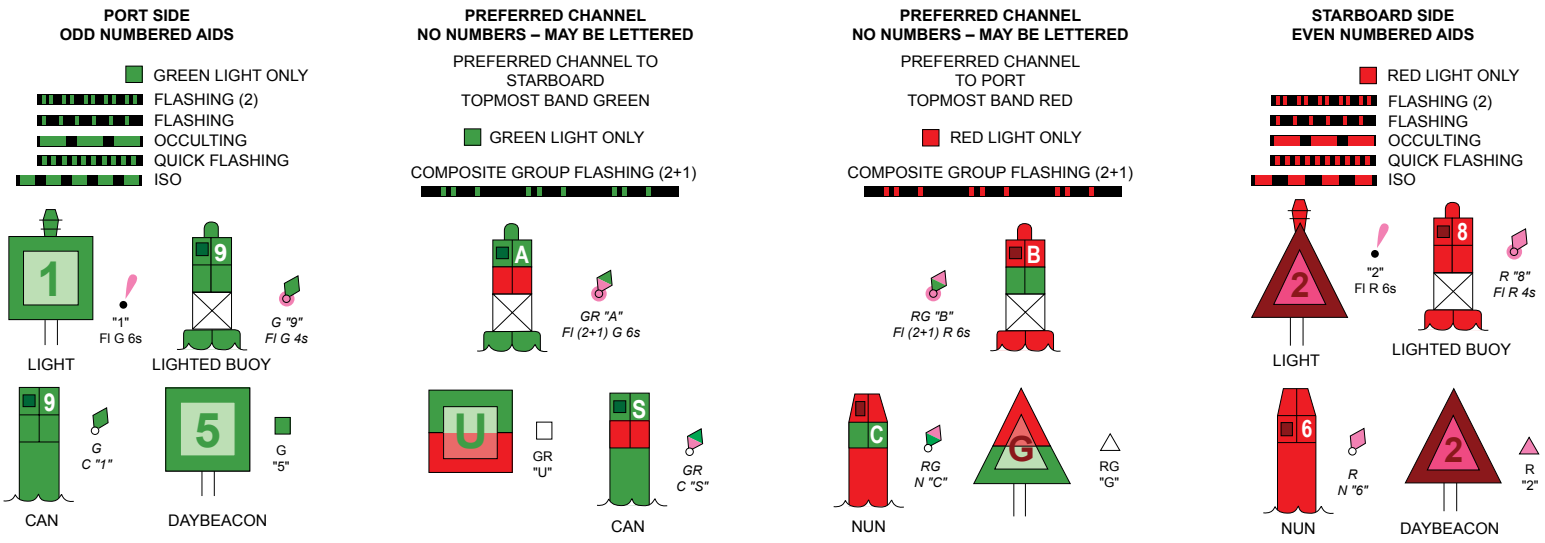


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

12402

74° 08' 07'

40° 36' 35'

SOUNDINGS IN FEET

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

NEW YORK LOWER BAY

NORTHERN PART

Mercator Projection
Scale 1:15,000 at Lat. 40°34'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Norton Point, Gravesend Bay	(40°35'N/74°00'W)	5.3	5.0	0.2
Fort Hamilton	(40°36'N/74°02'W)	5.2	4.9	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2016)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE E

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

24 25 28 GENERAL ANCHORAGES

STATEN ISLAND LT
F 234ft
F 225ft

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

TABULATED FR

CONTROLLING DEPTHS FROM S

NAME OF CHANNEL
AMBROSE CHANNEL REACH B
AMBROSE CHANNEL REACH C
AMBROSE CHANNEL REACH D
CHAPEL HILL SOUTH CHANNEL (A)
CHAPEL HILL NORTH CHANNEL (A)

A. SPORADIC SHOAL OBSTRUCTIONS
FOR LOCATION OF OBSTRUCTIONS
NOTE - CONSULT THE CORPS OF ENG

P

Report all
stances to th
1-800-424-88
Coast Guard
is impossible

Tempora
navigation ar
Local Notice
During so
gered by ice
replaced by o
see U.S. Coas

Mariners a
tective riprap
structures sh

Racing bu
are not show
obtained fro
Offices as ra
not all listed i

Improved c
subject to sho

NOAA WE
The NOA
below provide
The recepti
nautical miles
as much as
high elevatio

New York, NY

Joins page 10

4

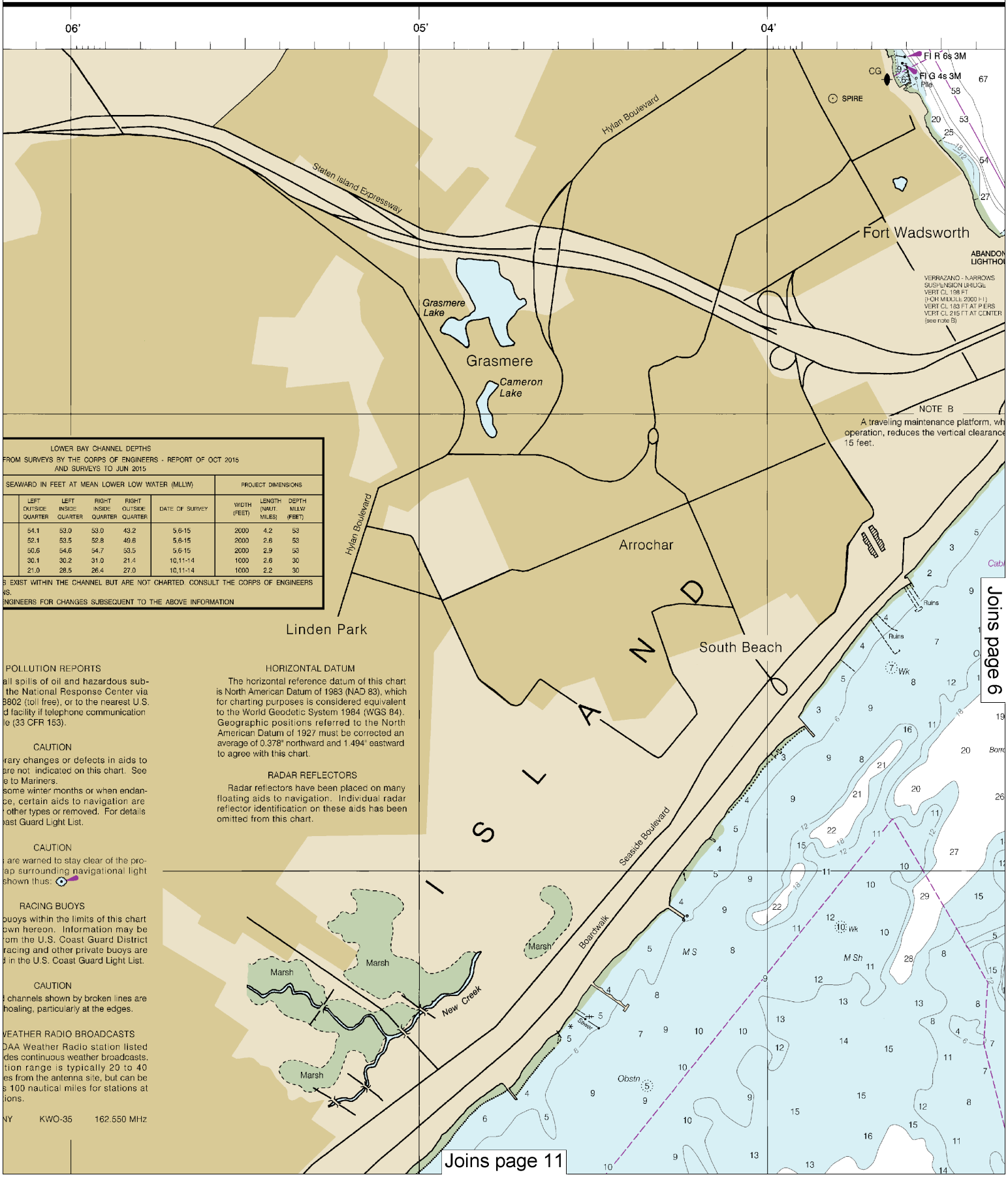
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.



LOWER BAY CHANNEL DEPTHS
FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2015
AND SURVEYS TO JUN 2015

SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
	54.1	53.0	53.0	43.2	5.6-15	2000	4.2	53
	52.1	53.5	52.8	49.6	5.6-15	2000	2.6	53
	50.6	54.6	54.7	53.5	5.6-15	2000	2.9	53
	30.1	30.2	31.0	21.4	10,11-14	1000	2.6	30
	21.0	28.5	26.4	27.0	10,11-14	1000	2.2	30

S EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT THE CORPS OF ENGINEERS
NS.
NGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

POLLUTION REPORTS

all spills of oil and hazardous sub-
the National Response Center via
3802 (toll free), or to the nearest U.S.
d facility if telephone communication
le (33 CFR 153).

CAUTION

rary changes or defects in aids to
are not indicated on this chart. See
e to Mariners.
some winter months or when endan-
ce, certain aids to navigation are
other types or removed. For details
oast Guard Light List.

CAUTION

are warned to stay clear of the pro-
ap surrounding navigational light
shown thus:

RACING BUOYS

buoys within the limits of this chart
own hereon. Information may be
rom the U.S. Coast Guard District
racing and other private buoys are
d in the U.S. Coast Guard Light List.

CAUTION

channels shown by broken lines are
hoaling, particularly at the edges.

VEATHER RADIO BROADCASTS

DAA Weather Radio station listed
des continuous weather broadcasts.
tion range is typically 20 to 40
es from the antenna site, but can be
s 100 nautical miles for stations at
ions.

NY KWO-35 162.550 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.378" northward and 1.494" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

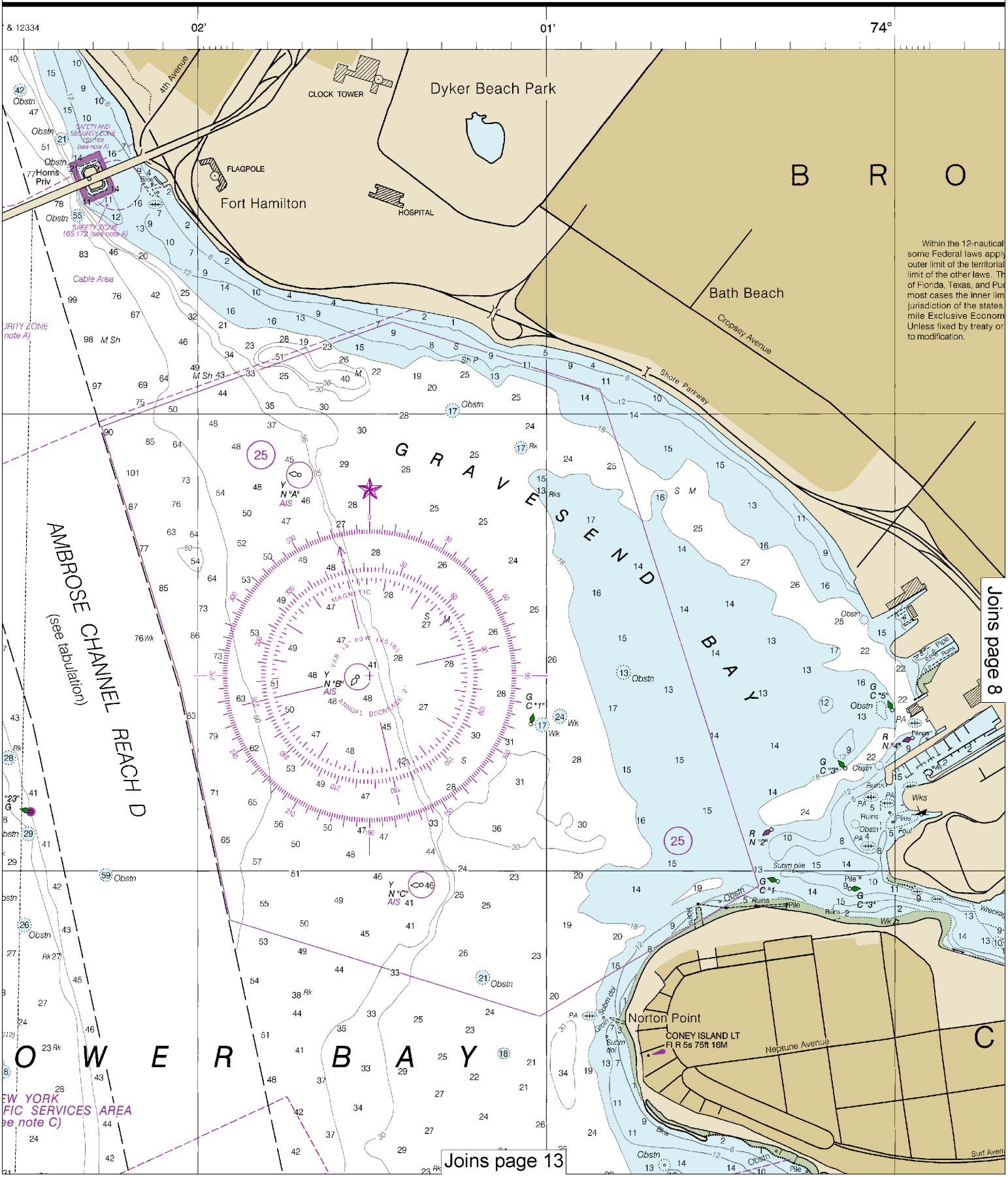
Nautical Miles

0 1

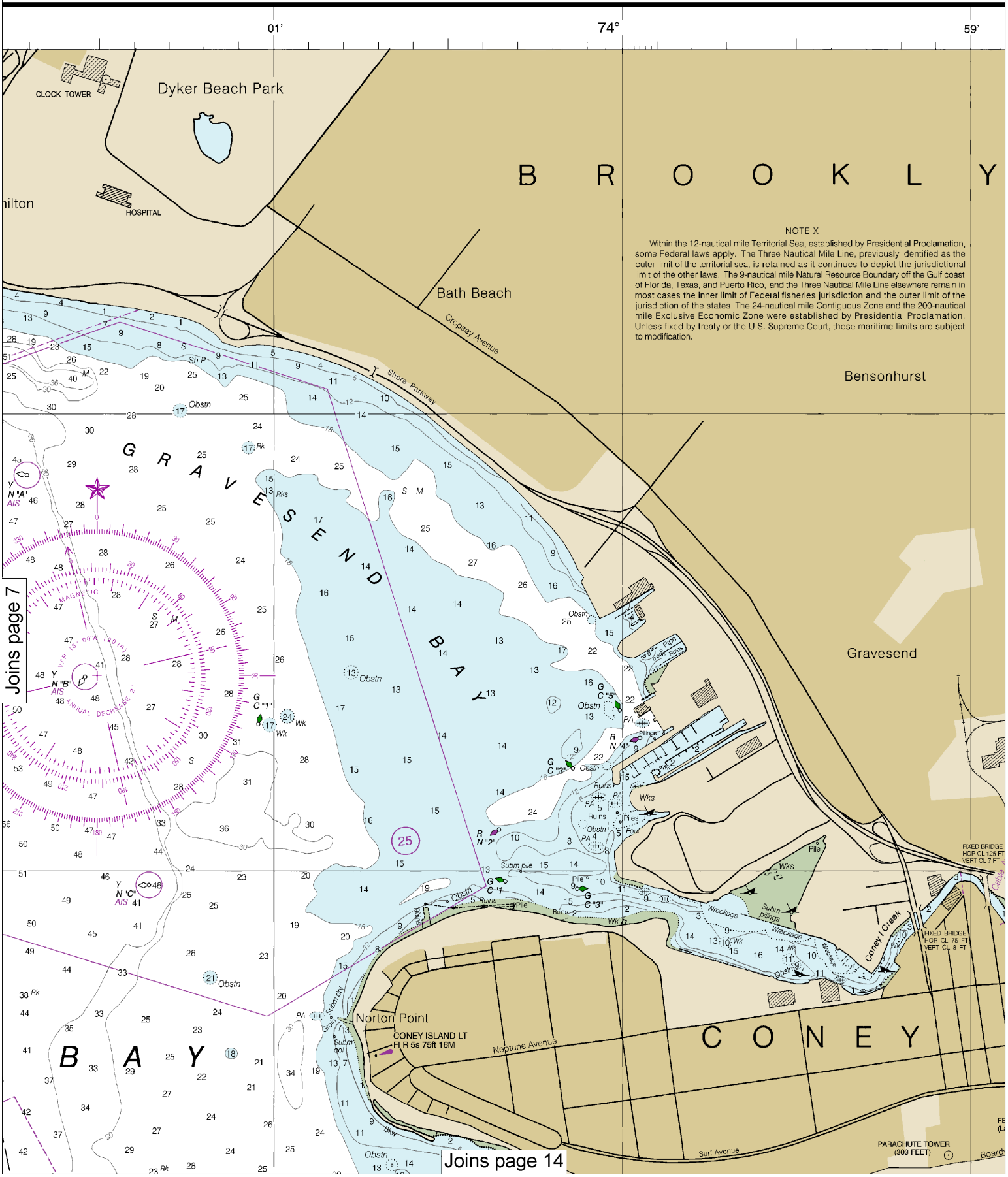
Yards

500 0 500 1000 1500

See Note on page 5.



13th Ed., Sep. 2016. Last Correction: 9/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

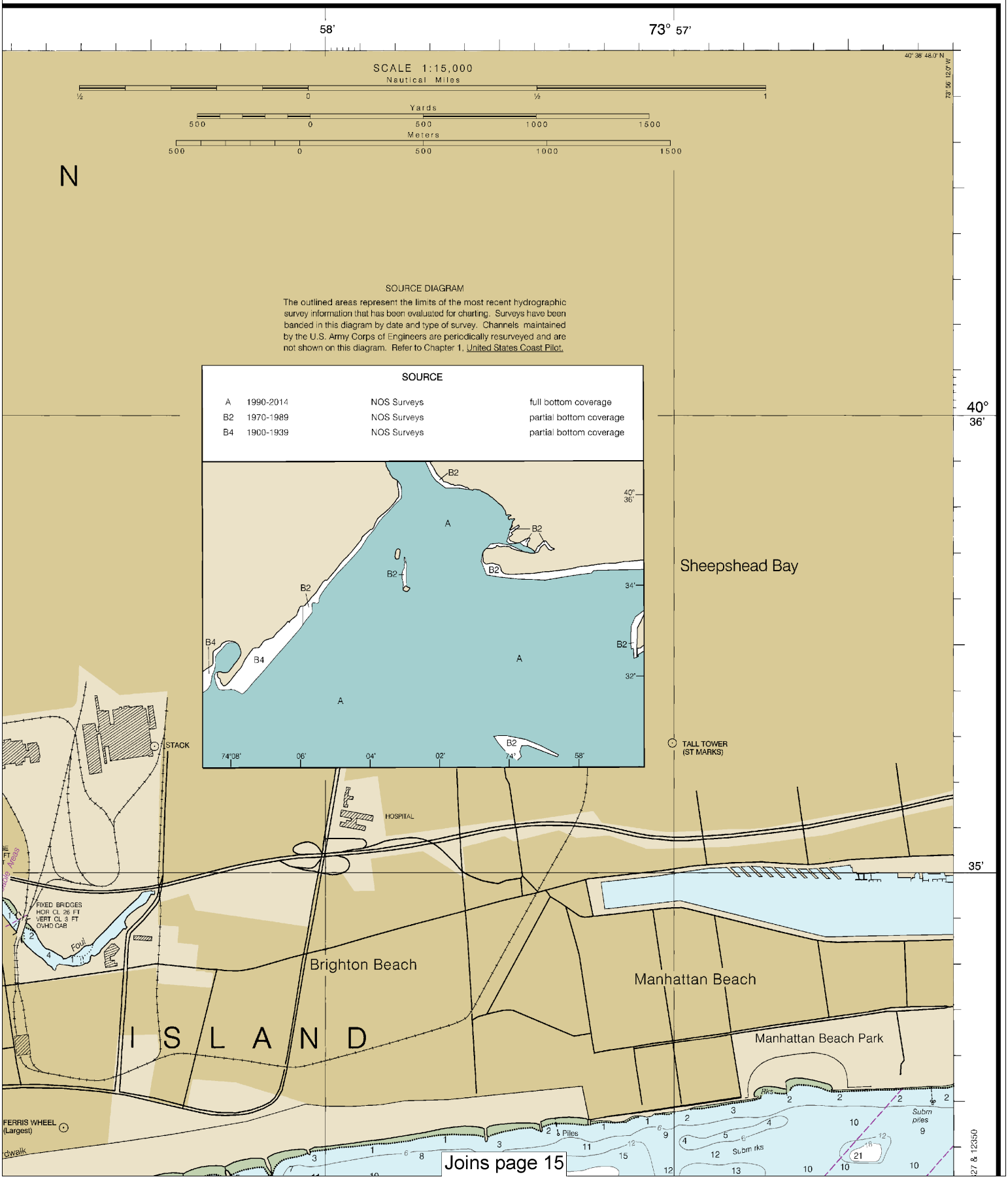
Nautical Miles

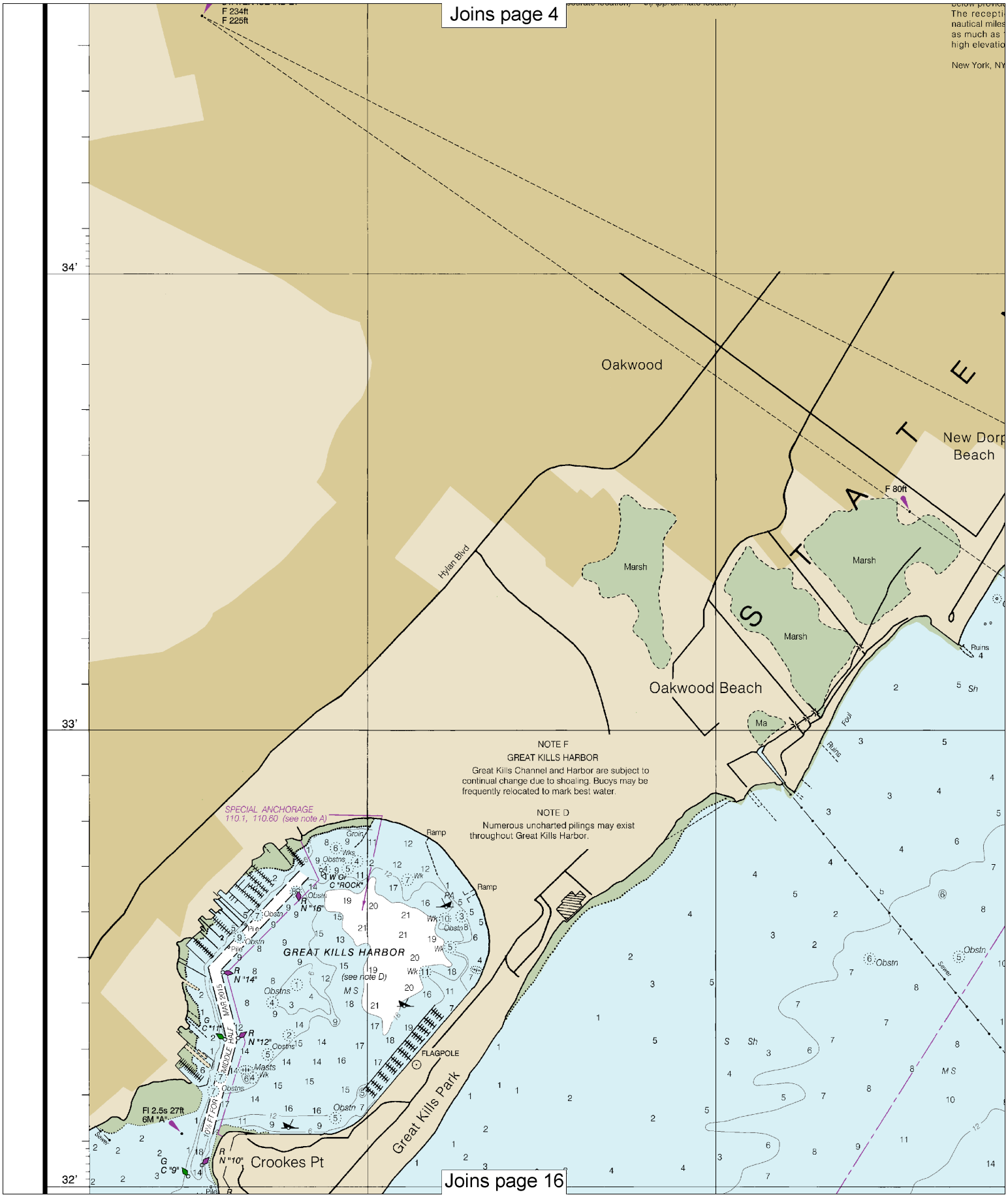
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


58'
73° 57'
40° 36' 48.0" N
73° 56' 12.0" W
SCALE 1:15,000
Nautical Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500
Meters
500 0 500 1000 1500
N
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990-2014 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
40° 36'
34'
32'
74°08' 06' 04' 02' 74° 58'
Sheepshead Bay
STACK
TALL TOWER (ST MARKS)
HOSPITAL
FIXED BRIDGES HOR CL 26 FT VERT CL 3 FT OVHD CAB
Foul
Brighton Beach
Manhattan Beach
Manhattan Beach Park
I S L A N D
FERRIS WHEEL (Largest)
dwalk
Piles
Subm rks
Subm piles
Rks
40° 36'
35'
Joins page 15



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

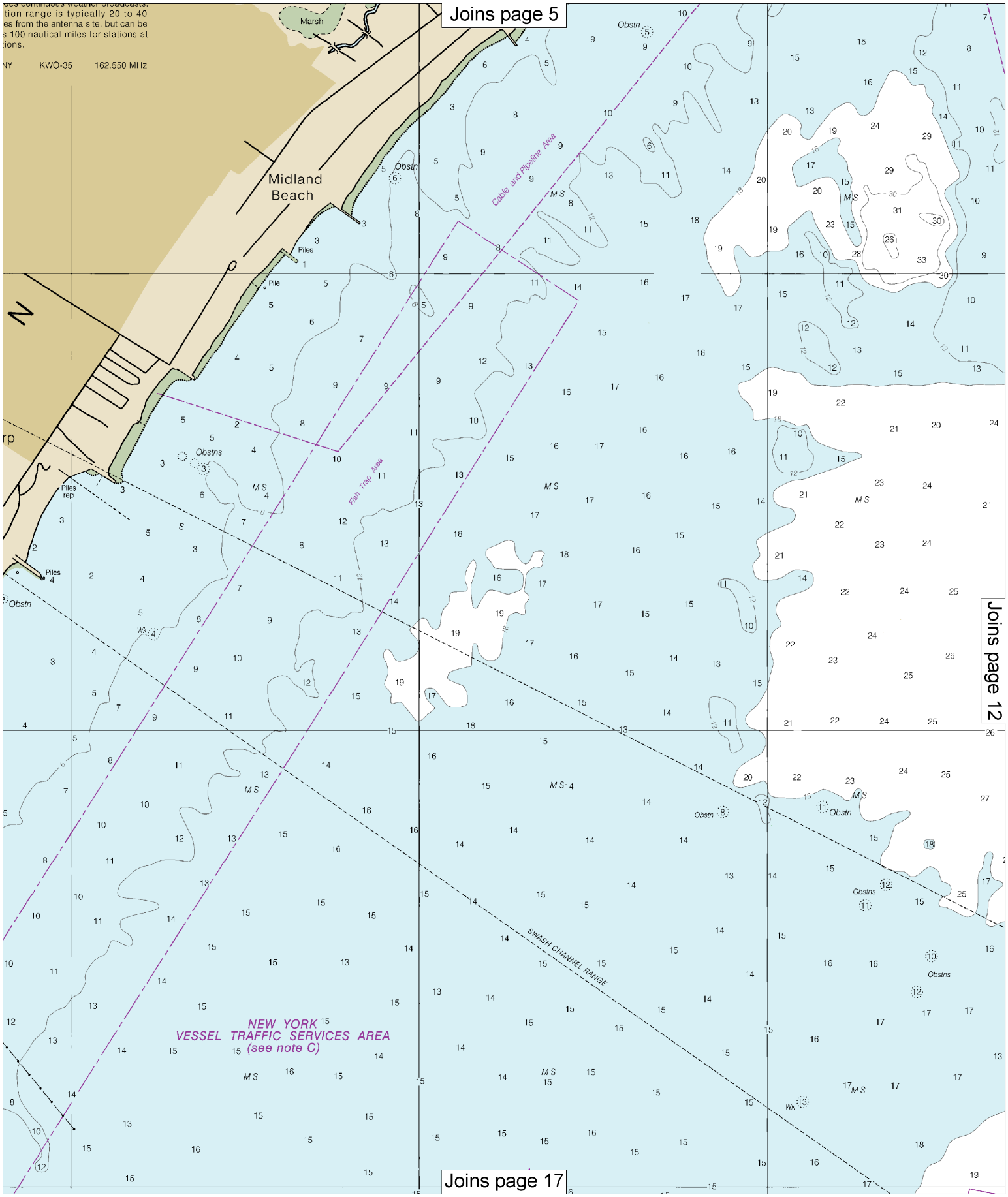
Nautical Miles

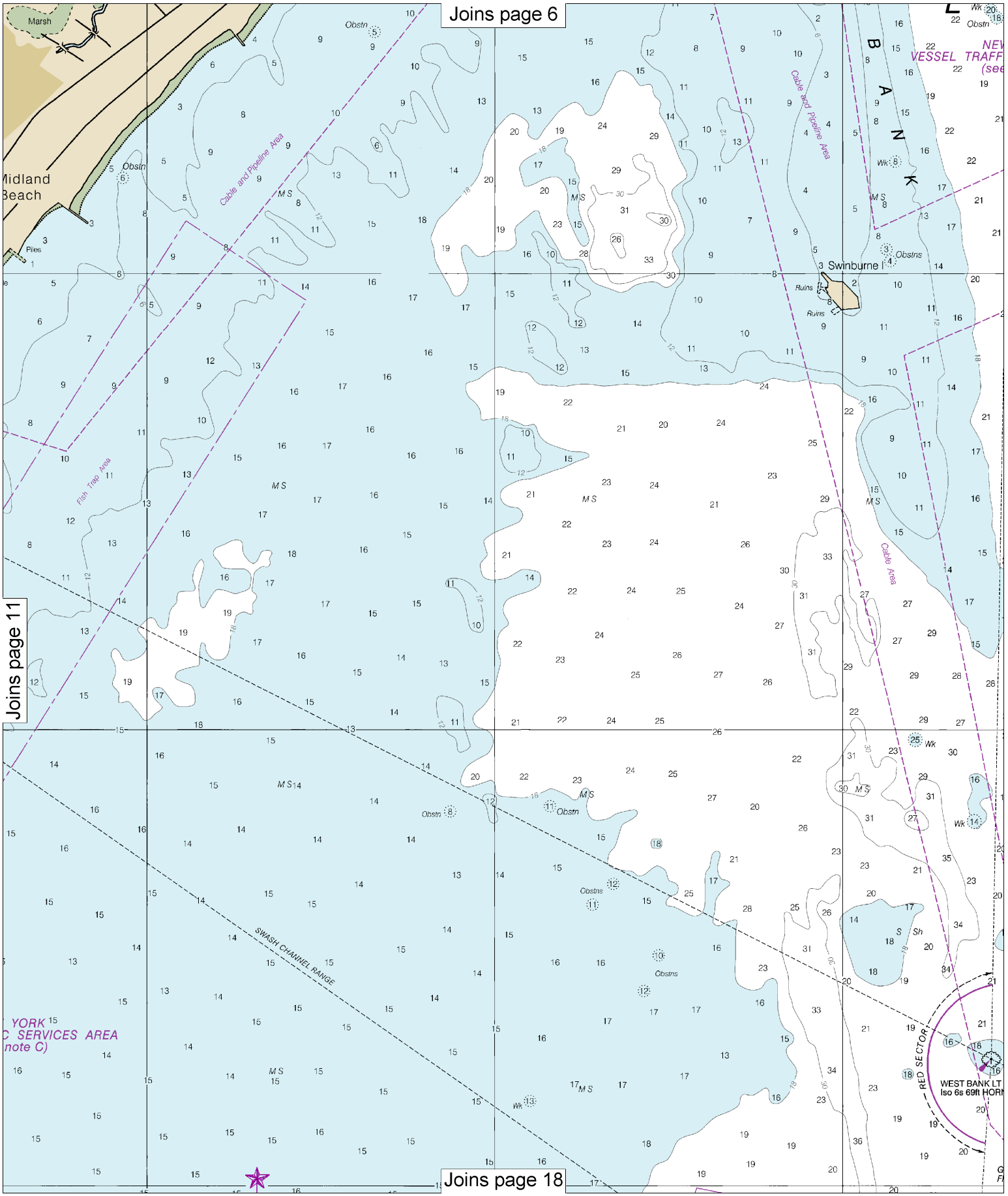
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 5
tion range is typically 20 to 40
es from the antenna site, but can be
s 100 nautical miles for stations at
ions.
NY KWO-35 162.550 MHz
Marsh
Midland
Beach
Piles
Pile
Obstn
Obstns
Piles
rep
Piles
4
WA
Cable and Pipeline Area
Fish Trap Area
M S
SWASH CHANNEL RANGE
NEW YORK
VESSEL TRAFFIC SERVICES AREA
(see note C)
Wk
Joins page 12
Joins page 17



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

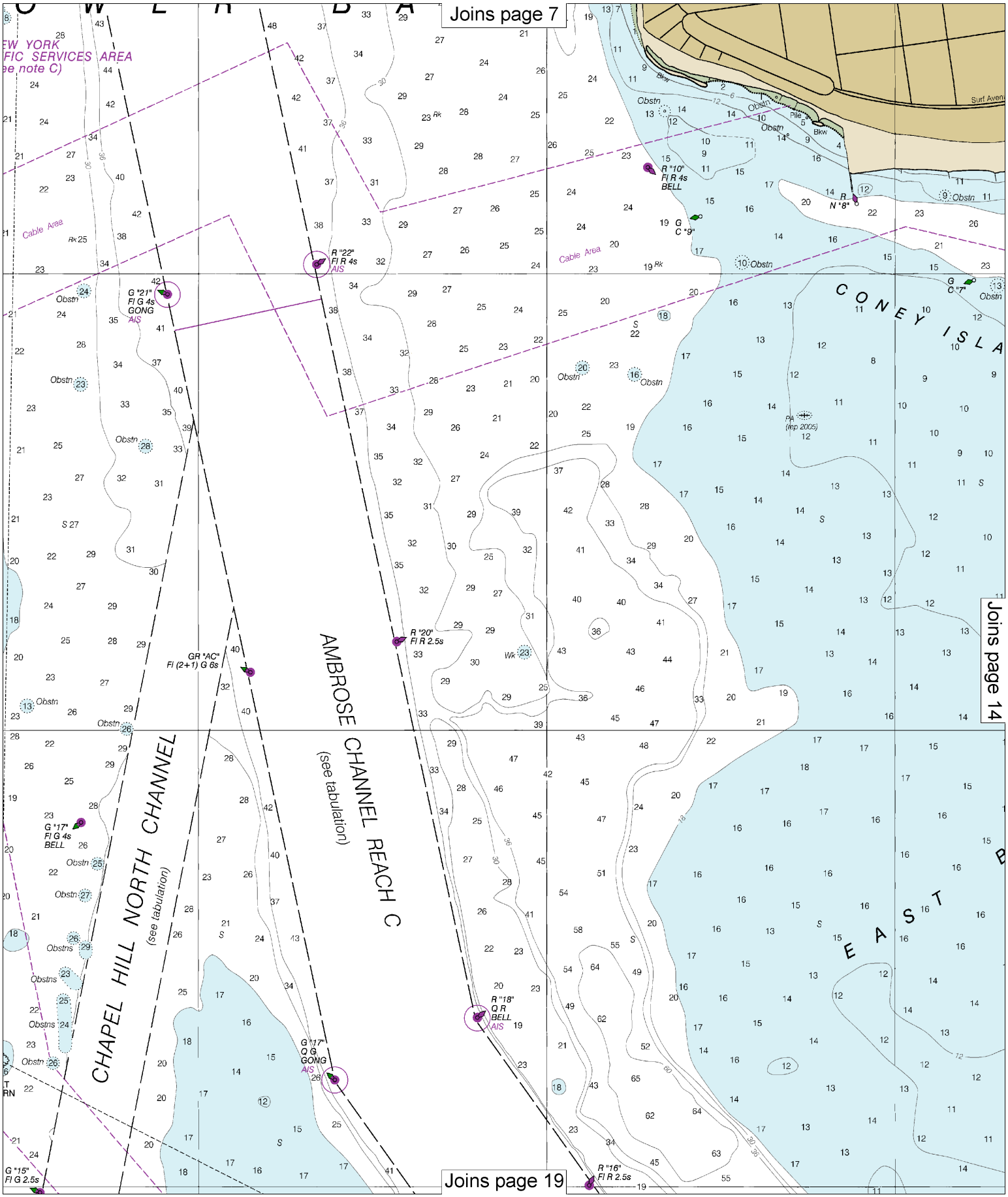
See Note on page 5.

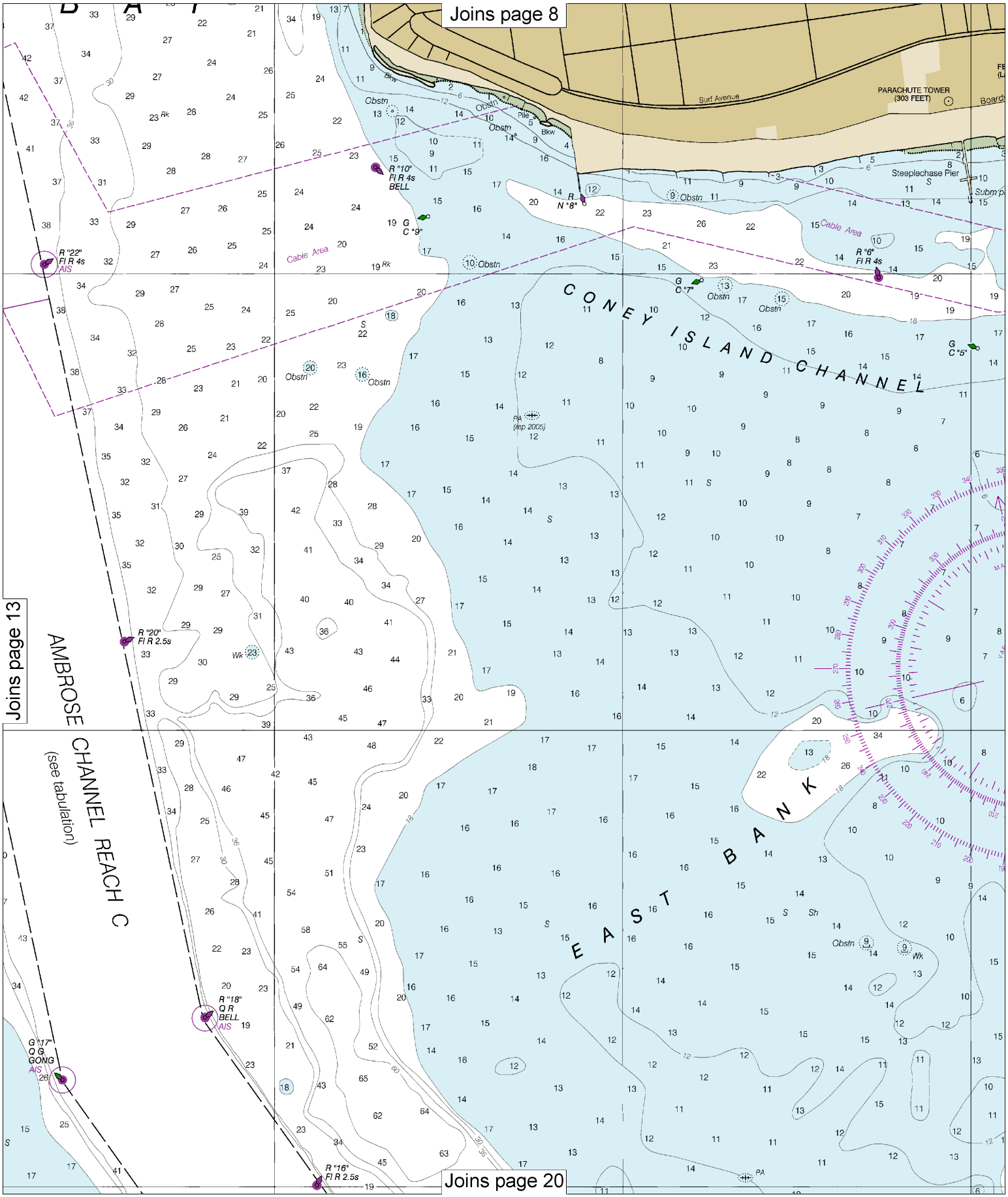
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 7
Joins page 14
Joins page 19
AMBROSE CHANNEL REACH C
(see tabulation)
CHAPEL HILL NORTH CHANNEL
(see tabulation)
CONEY ISLA
EAST
Cable Area
R "22" Fl R 4s AIS
G "21" Fl G 4s GONG AIS
R "20" Fl R 2.5s
GR "AC" Fl (2+1) G 6s
G "17" Fl G 4s BELL
G "17" Q G GONG AIS
R "18" Q R BELL AIS
G "15" Fl G 2.5s
R "16" Fl R 2.5s
R "10" Fl R 4s BELL
G C "9"
R N "8"
G C "7"
PA (rep 2005)
Obstn
Wk
Rk
Surf Aven



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

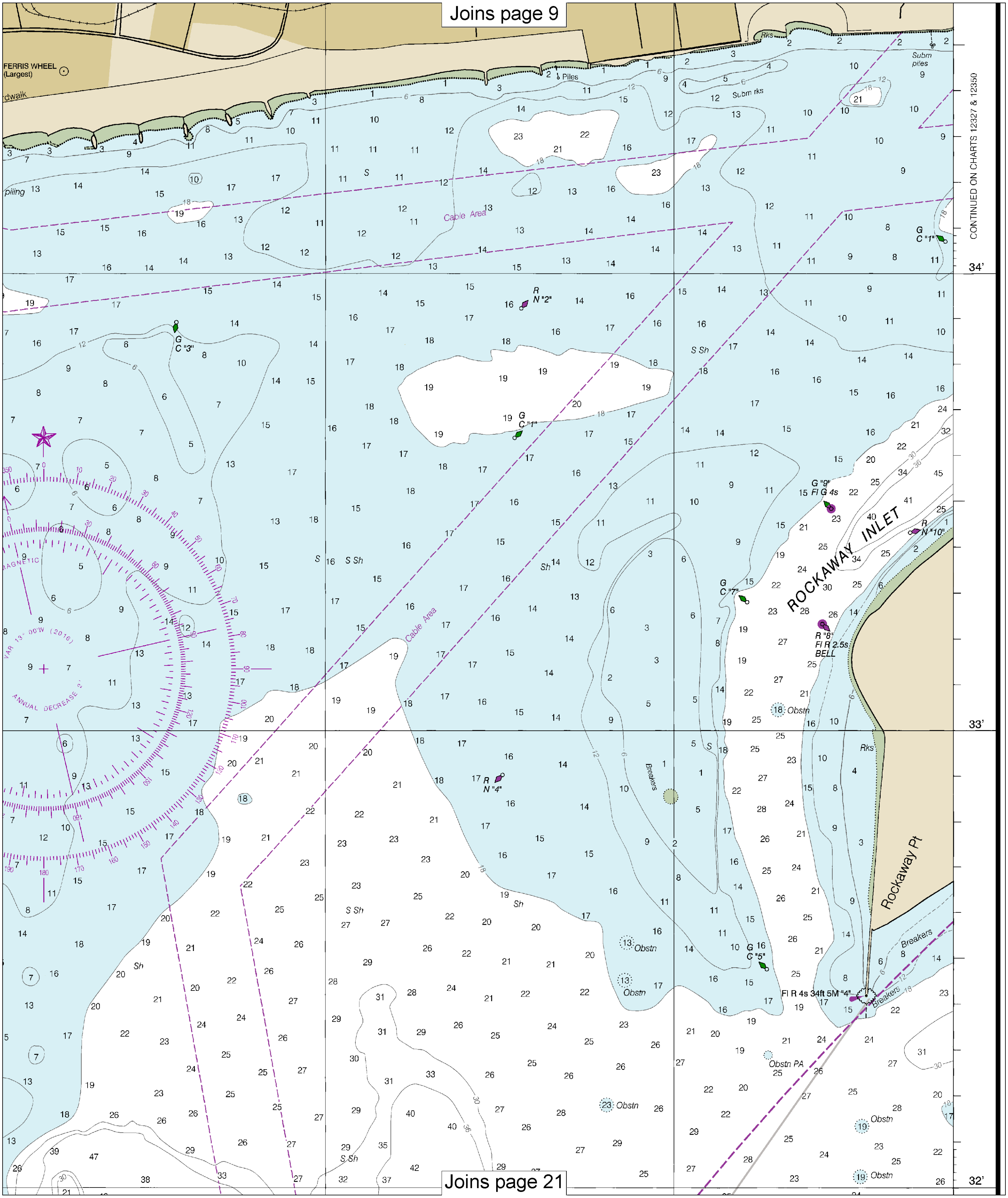
See Note on page 5.

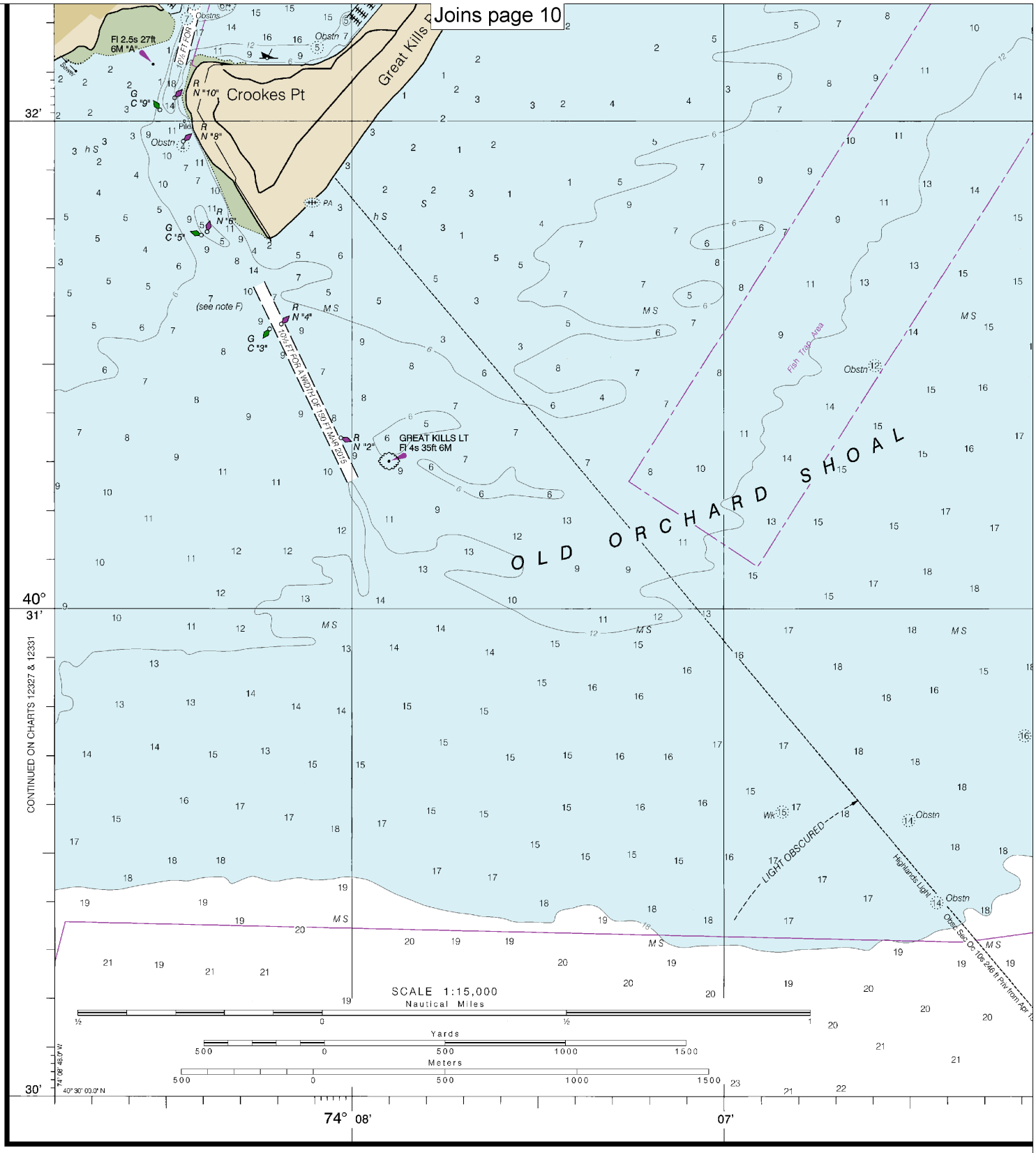
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 9
FERRIS WHEEL (Largest)
Boardwalk
Piles
Rks
Subm piles
Subm rks
Cable Area
G C "1"
R N "2"
G C "3"
G C "1"
ROCKAWAY INLET
G "9" Fl G 4s
R N "10"
G C "7"
R "8" Fl R 2.5s BELL
Obstn
R N "4"
Breakers
G C "5"
Fl R 4s 34ft 5M "4"
Rockaway Pt
Obstn PA
VAR 13° 00'W (2016)
ANNUAL DECREASE 2'
MAGNETIC
CONTINUED ON CHARTS 12327 & 12350
34'
33'
32'
Joins page 21



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to s
about this chart at http://www.nau

12402

13th Ed., Sep. 2016. Last Correction: 9/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

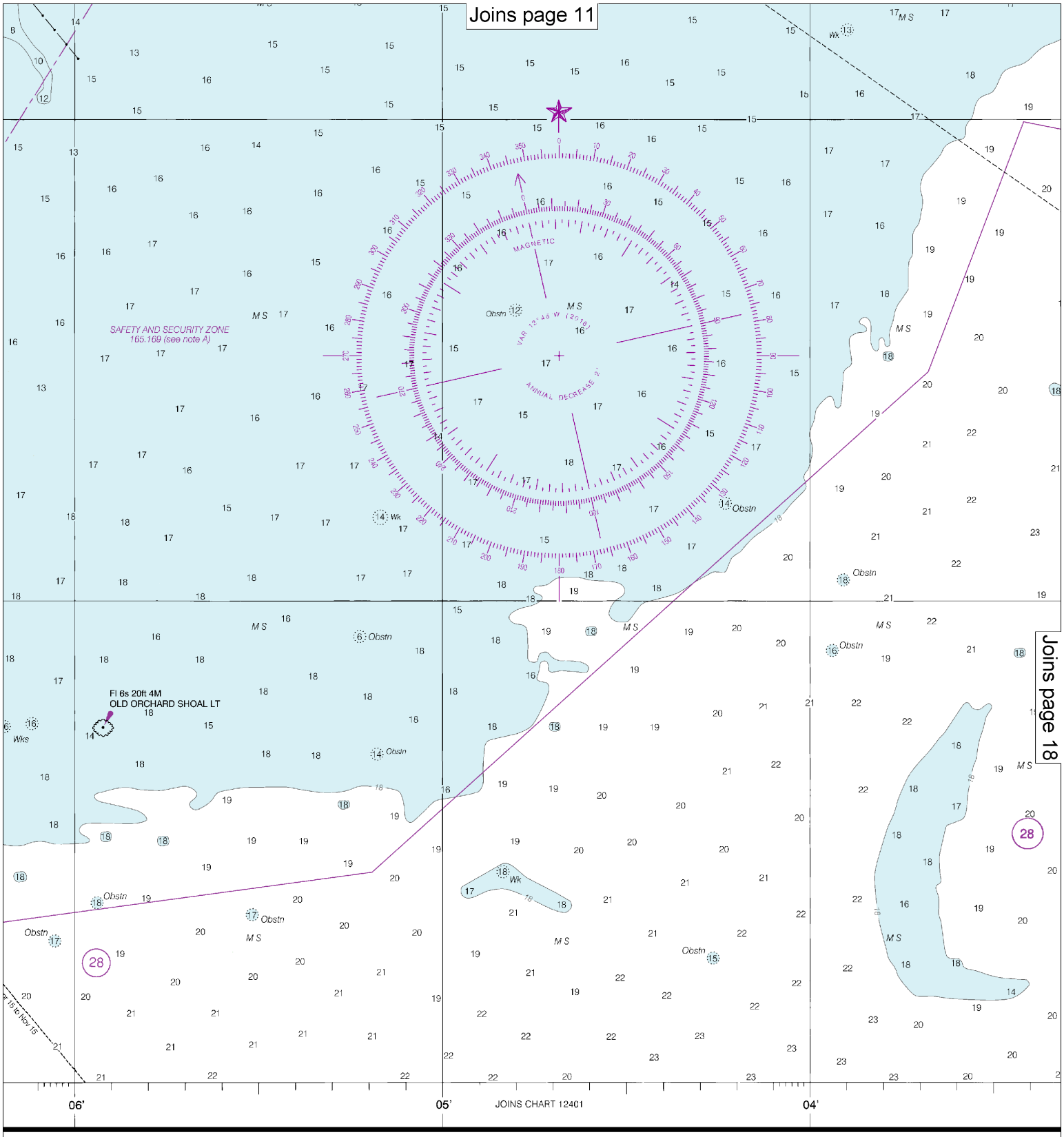
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

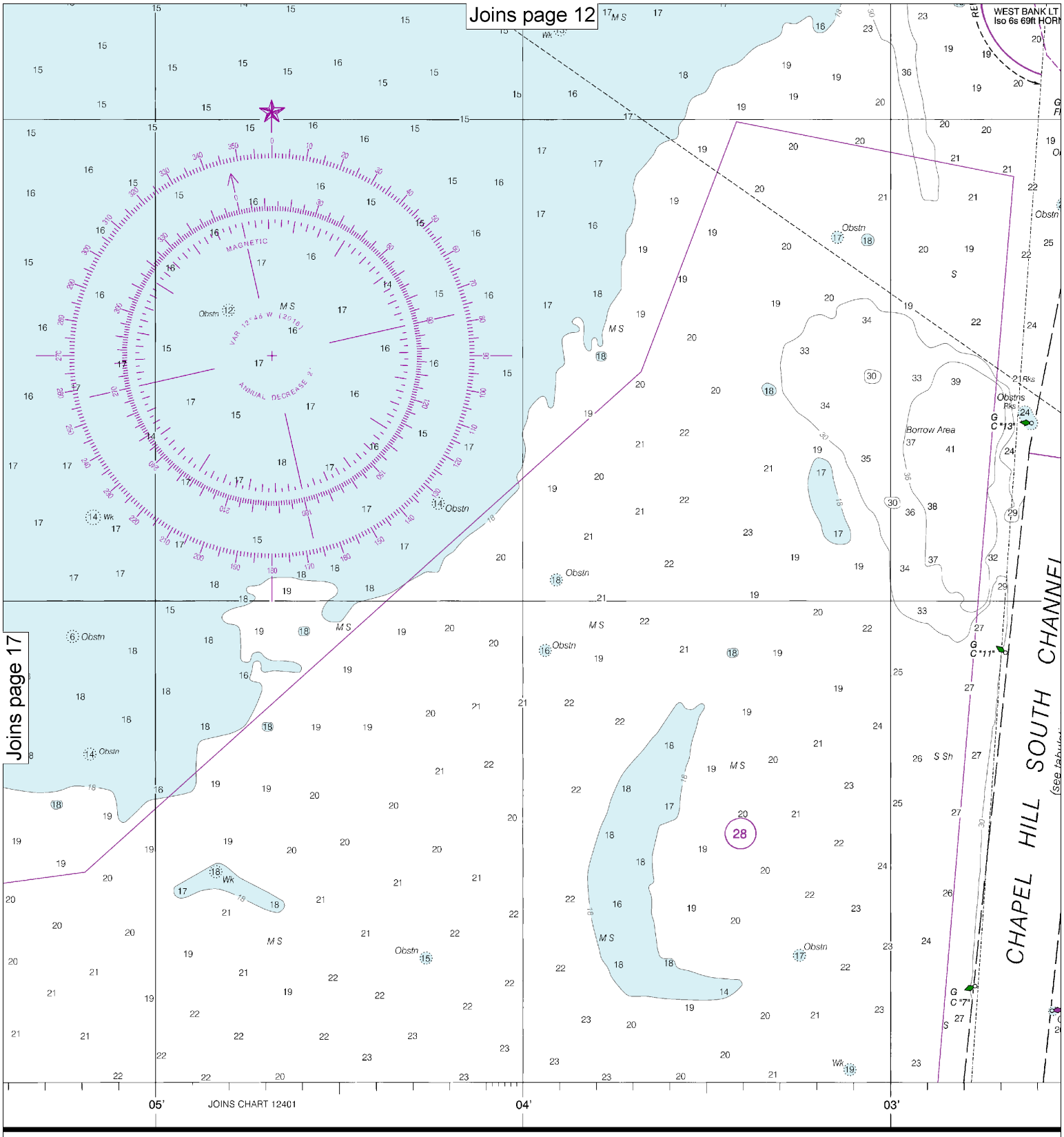
See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500



submit inquiries, discrepancies or comments
auticalcharts.noaa.gov/staff/contact.htm.



Published at
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

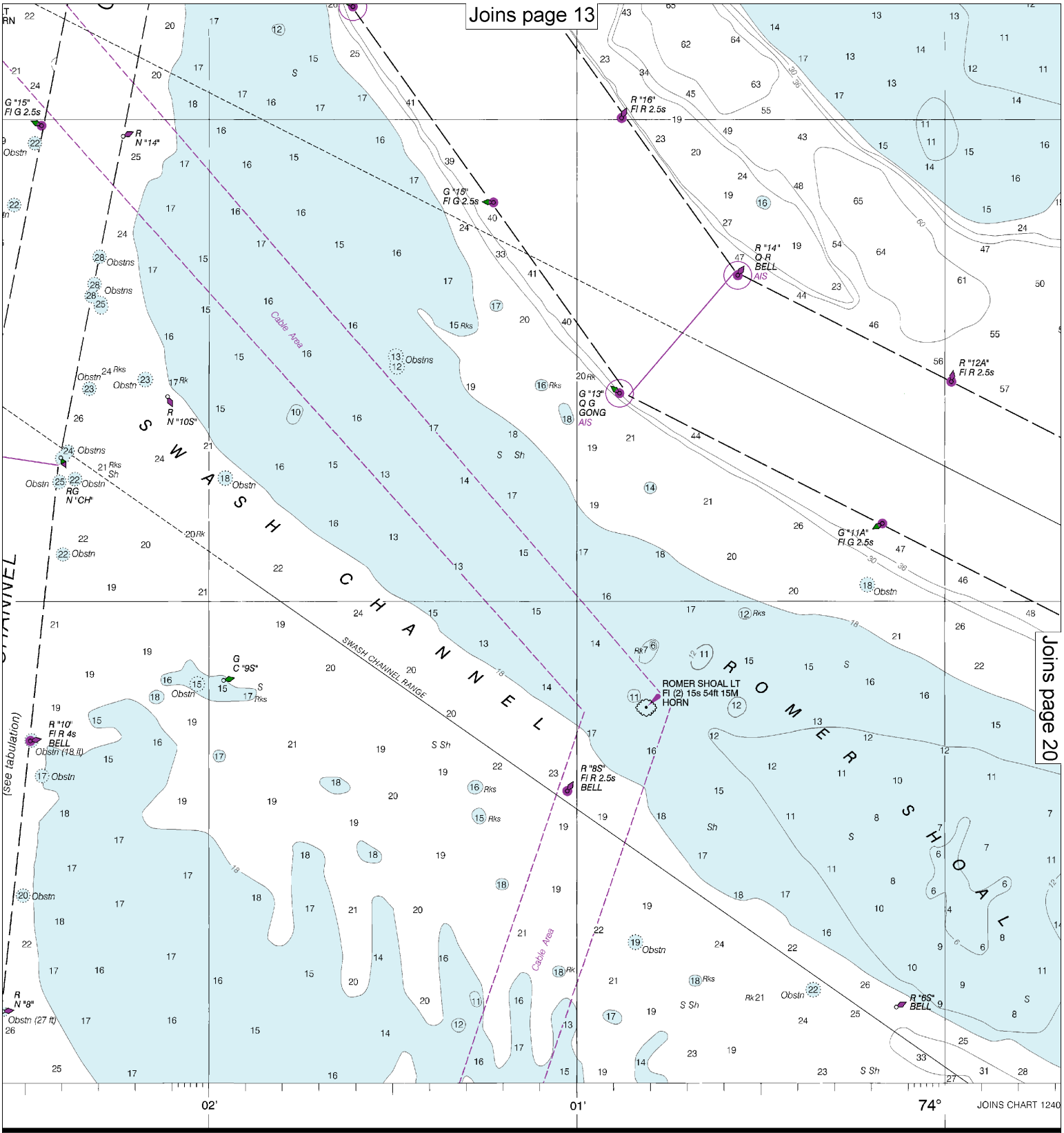
Nautical Miles

0 1

Yards

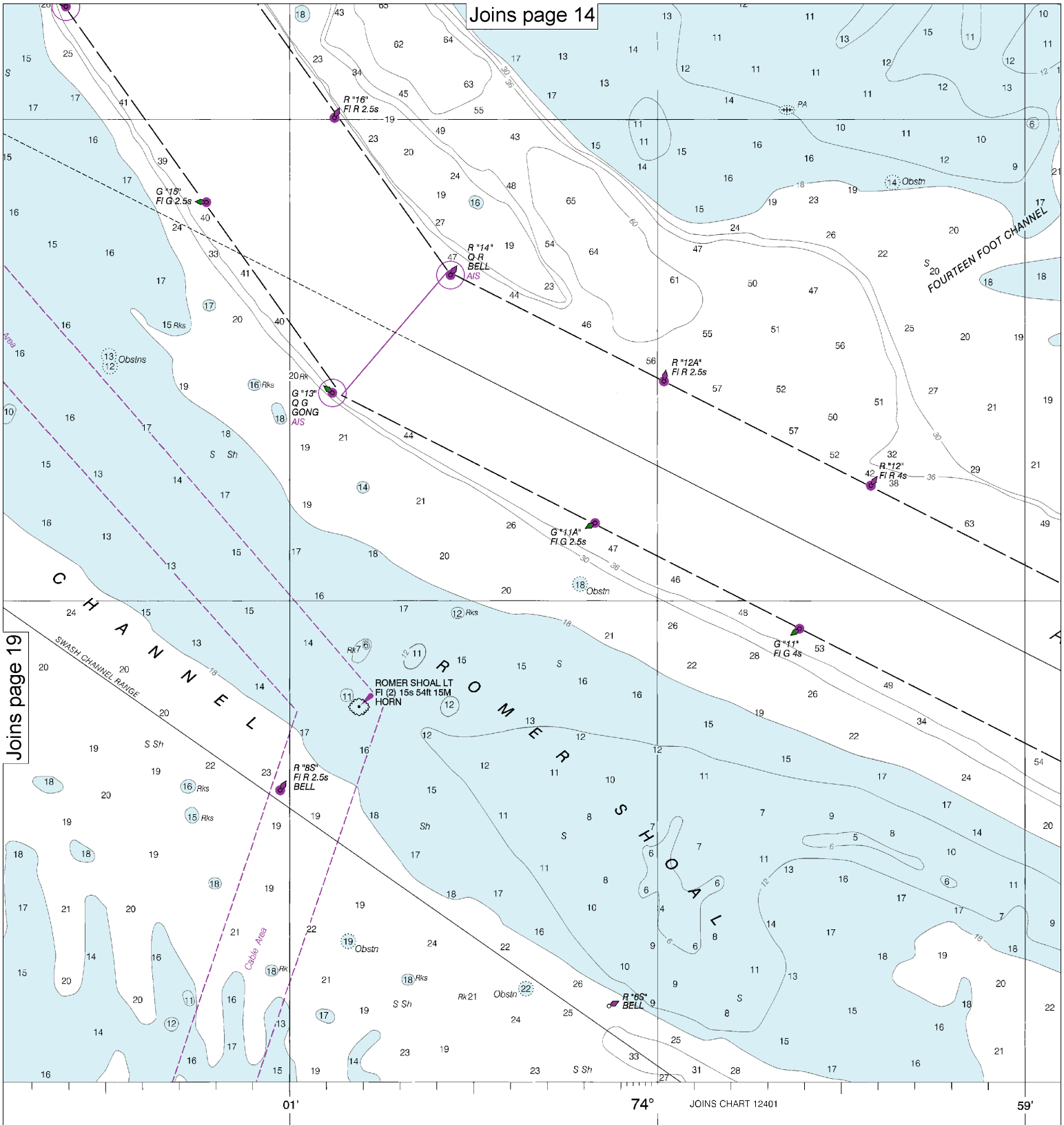
500 0 500 1000 1500

See Note on page 5.



at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
L OCEAN SERVICE
AST SURVEY

SOUND



SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

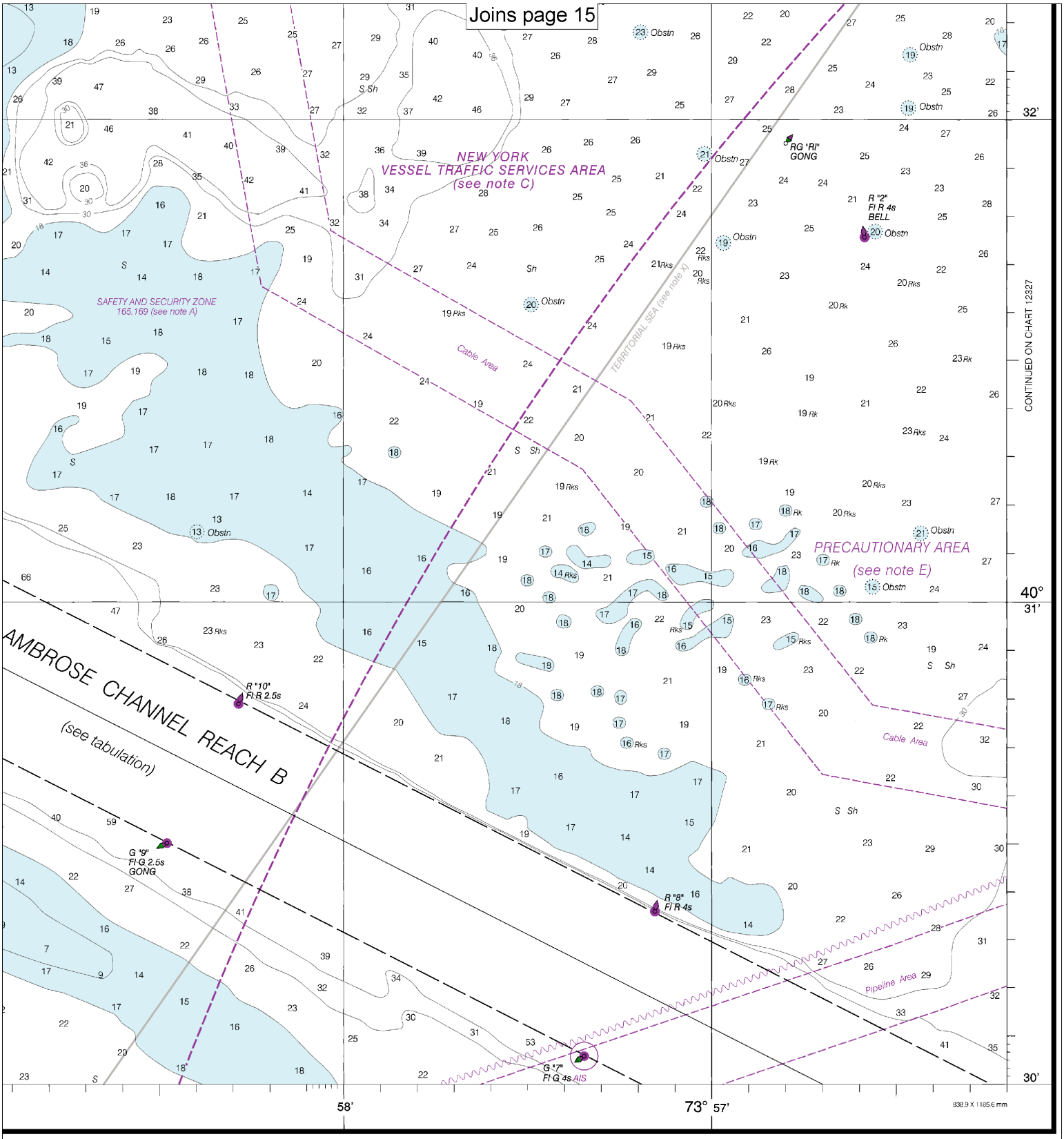
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



HOMS
EET
TERS

New York Lower Bay - Northern Part

SOUNDINGS IN FEET - SCALE 1:15,000

12402

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker